# USS YORKTOWN CG-48 SEMAT II SHELL CONDITION ASSESSMENT SURVEY INTERIOR AREAS

12/02/01 TO 12/14/01



PREPARED BY SUPERVISOR
OF
SHIPBUILDING CONVERSION AND REPAIR
PORTSMOUTH VIRGINIA
12/13/01



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> 14 December 2001 Serial # 1697BA-022

Q.E.D. Systems, Inc. was tasked by the Supervisor of Shipbuilding Conversion and Repair, USN (SPORT) Portsmouth, VA to conduct an Ultrasonic Thickness (U/T) Survey of specific locations on board USS YORKTOWN (CG-48) during the period of 3 December 2001 – 14 December 2001.

The survey was conducted by Francis J. (Joe) LaRock II, Certified Level 1 on 9 March 2001.

The instrument used was a Krautkramer Branson, Model DM2-TC

Serial Number: 00N3V8

Calibration Date: 22 February 2001

Probes Used: TC 560

FH 2 E KBA 525

I have reviewed the results of the survey and approved of the findings. The discrepancies have been recorded on MAF's and are included in this report.

Francis J. LaRock Certified Level II 12/14/01

12/14/01

### USS YORKTOWN (CG-48)

# SHELL CONDITION ASSESSMENT SURVEY INTERIOR AREAS TABLE OF CONTENTS

	GENERAL SUMMARY OF CONDITIONS FOUND	4
>	SURVEY RESULTS	5-7
>	MAIN ENGINE ROOM NO. 2 (5-300-0-E)	8-18
>	<b>AUXILIARY MACHINERY ROOM NO. 1 (5-220-0-E)</b>	19-25
>	MAIN ENGINE ROOM NO.1 (5-174-0-E)	26-33
>	FORWARD PUMP ROOM/SEWAGE PLANT NO. 1 (5-138-0-E)	34-44
>	FORWARD EDUCTOR ROOM (5-34-0-E)	45-46
>	DOME EQUIPMENT ROOM (4-58-0-Q)	47-52
>	GENERATOR ROOM NO. 3 (3-426-1-E)	53-54
<b>&gt;</b>	MATRIX	55-67

#### <u>USS YORKTOWN (CG-48)</u> SHELL CONDITION ASSESSMENT SURVEY, INTERIOR AREAS.

A SEMAT II UNDERWATER HULL AND SUPPORTING STRUCTURE SURVEY
OF INTERIOR AREAS WAS CONDUCTED ON BOARD USS YORKTOWN FROM
12/03/01 TO 12/14/01 AT NAVAL STATION PASCAGOULA, PASCAGOULA, MISSISSIPPI.

THE SURVEY WAS CONDUCTED IN ACCORDANCE WITH HULL STRUCTURE MRC 1102 USING A DELMHORST BD 2100 MOISTURE METER AND A KRAUTKRAMER BRANSON MODEL DM2TC ULTRASONIC TEST INSTRUMENT SERIAL NO.00NV8 CALIBRATION DUE DATE 02/22/02.THE PROBES USED WERE KRAUTKRAMER BRANSON'S TC/560, FH2E AND KBA 525.

THE MOST CRITICAL AREAS NOTED WERE THE CORRODED STRINGERS IN AUXILIARY MACHINERY ROOM NO.1, MAIN ENGINE ROOM NO'S 1 AND 2,THE THINNING SHELL PLATE IN MAIN ENGINE ROOM NO.2, AND THE THINNING TANK TOP /DECK IN THE DOME EQUIPMENT ROOM.

THE SURVEY RESULTS SECTION CONTAINS A TABLE OF UNSATISFACTORY AREAS WITH THE (JSN'S) FROM THIS SURVEY AND (CSMP JSN'S) PREVIOUSLY SUBMITTED. A MATERIAL CONDITION ANALYSIS FORM (MCA) WAS SUBMITTED FOR AREAS WHERE NO WORK WAS REQUIRED.

HISTORIC AREAS OF CORROSION ON (CG-47) CLASS SHIPS WERE INSPECTED AND NOTED THE FOLLOWING MATERIAL ASSESSEMENT FORMS, PICTURE PAGES AND DRAWINGS ARE THE RESULTS OF THE SURVEY.

#### **USS YORKTOWN (CG-48)**

### STRUCTURAL INSPECTION RESULTS

#### UNSATISFACTORY AREAS

LOCATION	AREA	RESULTS
(5-300-0-E) MAIN ENGINE ROOM 2 (JSN-A406)	PORT SIDE BETWEEN BHD (300) AND WF (332) 3 <sup>rd &amp; 4th</sup> STRINGERS UP FROM MARGIN PLATE AFT OF BHD (300)	APPROXIMATELY 48 LF OF DETERIORATED STRINGERS / SHELL IS THINNING AT VERTICAL WELD SEAM 4' AFT OF BHD (300) VERTICAL STIFFENERS ARE DETERIORATED OUTBOARD OF HALON BOTTLE STATION.
( <b>5-300-0-E</b> ) MAIN ENGINE ROOM 2 (JSN-A375)	STBD SIDE BETWEEN BHD (300) WEB FRAME (324) FROM MARGIN PLATE TO (24 X 8 T-BEAM)	APPROXIMATELY 50 SF OF STRINGERS AND SHELL PLATE HAVE TRAPPED WATER AND CORROSION
(5-220-0-E) AUXILIARY MACHINERY ROOM 1 (JSN-A378)	PORT SIDE UPPER LEVEL  2 <sup>ND</sup> STRINGER FROM DECK BETWEEN WEB FRAMES  (236-244) OUTBOARD OF CHW TANKS (1 & 2) / 1 <sup>ST</sup> &  2 <sup>ND</sup> STRINGERS UP FROM DECK OUTBOARD OF A/C PLANT # 2	APPROXIMATELY 20 LF OF DETERIORATED / HOLED STRINGERS
(5-220-0-E) AUXILIARY MACHINERY ROOM 1 (JSN-A377)	STBD SIDE / UPPER LEVEL. FOUNDATION OF A/C PLANT NO. 1 INBOARD AFT CORNER	APPROXIMATELY 2 SF OF DETERIORATED / HOLED A/C PLANT FOUNDATION.
( <b>5-174-0-E</b> ) MAIN ENGINE ROOM 1 (CSMP / JSN-3812)	STBD SIDE, LOWER LEVEL "CONDENSATE CORNER"  2 <sup>ND</sup> , 3 <sup>RD</sup> , 5 <sup>TH</sup> , & 6 <sup>TH</sup> STRINGERS BETWEEN BHD (220) AND WEB FRAME (212)	APPROXIMATELY 32 LF OF HOLED AND DETERIORATED STRINGERS
( <b>5-174-0-E</b> ) MAIN ENGINE ROOM 1 (JSN-A372)	PORT SIDE BETWEEN WF (204-196), FROM MARGIN PLATE UP TO 4 <sup>TH</sup> STRINGER, OUTBOARD OF MAIN ENGINE BLEED AIR PIPING	APPROXIMATELY 30 SF OF HEAVY RUST AND PAINT SEPARATION
(5-138-0-E) SEWAGE PLANT NO. 1 / FORWARD PUMP ROOM. (JSN-A352)	STBD SIDE 2 <sup>ND</sup> STRINGER UP FROM MARGIN PLATE APPROX 2 FT FWD OF WEB FRAME (146) & PORT SIDE 1 <sup>ST</sup> AND 2 <sup>ND</sup> STRINGERS UP FROM MARGIN PLATE AT WEB FRAME (146) & APPROX 4 FT AFT OF BHD (138)	APPROXIMATELY 16 LF OF 1 <sup>ST</sup> & 2 <sup>ND</sup> STRINGERS PORT SIDE. APPROXIMATELY 8 LF OF 2 <sup>ND</sup> STRINGER ON STBD SIDE ARE HOLED
(5-138-0-E) SEWAGE PLANT NO.1 / FORWARD PUMP ROOM (JSN-A351)	PORT AND STBD BILGE POCKETS, F/O TANK TOP (6-138-1-F) & PIT SWORD AREA	APPROXIMATELY 128 SF OF SURFACE RUST AND PAINT SEPARATION.

### **USS YORKTOWN (CG-48)**

### STRUCTURAL INSPECTION RESULTS

#### UNSATISFACTORY AREAS

LOCATION	AREA	RESULTS
(5-34-0-Q) FORWARD EDUCTOR	ENTIRE SPACE	APPROXIMATLY 30 SF OF
ROOM (JSN-A457)		RUST AND PAINT
		SEPARATION.
(4-58-0-Q) DOME EQUIPMENT	TANK TOP/DECK UNDER	THINNING TANK TOP UNDER
ROOM (CSMP / JSN-2409)	COOLING SKID, AROUND	COOLING SKID AROUND
	EDUCTOR PIT.	EDUCTOR PIT, CORRODED
		WEB ON VERTICAL
		STIFFENER OUTBOARD OF
		TANK FILTER (A-F-114)
( <b>3-426-1-E</b> ) GENERATOR ROOM NO.	STBD SIDE, BETWEEN BHD	APPROXIMATELY 90 SF OF
3 (JSN-A410)	(426) AND WEB FRAME	RUST AND PAINT
	(440) MARGIN PLATE TO	SEPARATION.
	1 <sup>ST</sup> STRINGER	

### USS YORKTOWN (CG-48) STRUCTURAL INSPECTION RESULTS

### SATISFACTORY AREAS

LOCATION	SPACE DESIGNATION	MCA SUBMITTED
(3-28-0-Q)	SONAR ROOM NO.1	YES
(3-58-1-M)	WHITE PHOSPHOROUS MAGAZINE NO. 1	YES
(3-58-2-M)	WHITE PHOSPHOROUS MAGAZINE NO. 2	YES
(3-62-0-M)	PROJECTILE MAGAZINE NO.1	YES
(3-81-1-M)	POWDER MAGAZINE NO.1	YES
(3-81-2-M)	POWDER MAGAZINE NO.2	YES
(3-94-0-Q)	GMLS UTILITY STOREROOM	YES
(3-127-0-Q)	I/C ROOM NO. 1	YES
(3-127-2-L)	PASSAGEWAY	YES
(3-127-2-T)	TRUNK	YES
(3-138-3-L)	PASSAGEWAY	YES
(3-138-6-L)	PASSAGEWAY	YES
(3-146-0-L)	CREW BERTHING	YES
(3-260-0-A)	SUPPLY DEPT STOREROOM	YES
(3-260-2-Q)	SNAP II COMPUTER CENTRAL	YES
(3-346-0-L)	CREW BERTHING	YES
(3-382-2-A)	STOREROOM	YES
(3-393-2-Q)	400 MHz CONVERTER	YES
(3-426-2-A)	ORDENANCE EQUIPMENT STOREROOM	YES
(3-440-2-A)	STOREROOM	YES
(3-482-0-M)	5" / 54 PROJECTILE MAGAZINE NO. 2	YES
(3-491-1-M)	W/P PROJECTILE MAGAZINE NO. 3	YES
(3-491-2-M)	W/P PROJECTILE MAGAZINE NO. 4	YES
(3-494-0-M)	5" / 54 POWDER MAGAZINE NO. 3	YES
(4-28-0-T)	ACCESS TRUNK	YES
(4-34-0-Q)	SONAR EQUIPMENT ROOM NO.3	YES
(5-260-01-E)	AUXILIARY MACHINERY ROOM NO.2	YES
(6-346-0-Q)	SHAFT ALLEY / SEWAGE PLANT NO. 2	YES
(6-464-4-K)	FLAMMABLE STORAGE	YES
(6-464-3-Q)	HPAC ROOM	YES
(6-476-1-A)	SPECIAL CLOTHING ISSUE ROOM	YES
(6-485-2-A)	STOREROOM	YES
(6-488-3-A)	REEL STOREROOM NO. 1	YES
(6-506-0-E)	STEERING GEAR ROOM	YES

### **MATERIAL ASSESSMENT FORM**

ITEM NUMBER								SHIP	USS YORKTOWN	(CG 4	0)
SYSTEM		1	ESWBS	EI	IC		APL		USS TORKTOWN	RI	
SHELL & SUPPORT	ING STRUCTU	RE 110	11011		A10				SYSTEMS		9B0DG
EQUIPMENT NAME HULL STRUCTURE	1102XY		IDENT/SERIAL	N/A		LOCA	тіон 5-300-0-Е		ORK CENTER ERO1	JS	N A406
EQUIPMENT STATUS		PROBLEM	M STATUS			II .	0 000 0 2	CATEGOR			EOC
1. SAT - SATISFACTOR 2. UNSAT - UNSATISFAC 3. TNA - TEST NOT ATT 4. TNC - TEST NOT CON 5. NOB - EQUIPMENT NO	CTORY TEMPTED MPLETED	2 3 4	. C - CORRECTED 2. A - AWAITING PARTS 3. T - AWAITING TECH AS 3. S - SHIP'S FORCE UNCORRECTED PROBLEMS			SONNEL SAFET PMENT SAFET RDWARE			4. D - DOWN 5. L - LIMITED		.9
TYPEAVAILABILITY	WHEN TO	BE	STATUS		CAUSE				DEFERRAL REASON		"
1. DEPOT 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL	ACCOMPLISHED  1. IMMEDIATELY  1. OPERATIONAL  2. PRIOR TO NEXT UNDERWAY  1. ABNORMAL ENVIRO 2. MANFACTURER/INS 3. LACK OF KNOWLEDI 4. COMMUNICATION P						TURER/INSTALLATION DEFECTS  I KNOWLEDGE  I KNOWLEDGE  I KNOWLEDGE  I KNOWLEDGE  I FORMAL TRAINING ON THIS EQUIPMENT  I FORMAL TRAINING INADEOUATE IN THIS  EQUIPMENT  L WEAR AND TEAR  2. LACK OF MATERIAL  I FORMAL TRAINING INADEOUATE IN THIS  EQUIPMENT  5. INADEQUATE SCHOOL PRACTICAL TRAINING  6. LACK OF FACILITIES/CAPABILITIES				
MAN HRS EXPENDED	MAN	HRS REMAININ		COMPLET	TED ACTION	AKEN		S/I	II MANHOURS	PR	RIORTY
2 SAFETY HAZARD: 1. SERIOUS - CORRECT 2. SERIOUS - SUSPENSI 3. SERIOUS - WAVIER C 4. SAFETY ITEM - MINO 5. COMBUSTIBLE MATE	ION OF EQUIPMENT/SY OF EQUIPMENT/SY OR	SIBLE IT/SYSTEM/SP.	00 ACE REQUIRED	D: PARTS DRAWN FROM SUPPLY D: REQUIRED PARTS NOT DRAWN FROM SUPPLY D: NO PARTS REQUIRED DEMOVED FROM CSMP DESTRABLE O: 3-M CAPABILITY UTILIZED N REMARKS/DESCRIPTION SECTION				ESSENTIAL HIGHLY DESIRABLE			
DISCREPANCY DESCRIPTION: PER SEMAT II UNDERWATER HULL ASSESSMENT: PORT SIDE (5-300-0-E) MAIN ENGINE ROOM 2 LOWER LEVEL											
									ORATED. APPROX 32		
STRINGERS BETWEEN WEB FRAME (324-332) OUTBOARD OF HALON STATION ARE DETERIORATED APPROXIMATELY 16 LF.											
3 VERTICAL STIFFENERS (6 X 4 T-BEAM) OUTBOARD OF HALON STATION ARE DETERIORATED FROM 3 <sup>RD</sup> STRINGER TO APPROX 1' ABOVE 4 <sup>TH</sup> STRINGER APPROXIMATELY 9 LF TOTAL. SHELL IS THINNING AT VERTICAL WELD SEAM APPROX 4' AFT BHD (300)											
RECOMMENDED FECOMMEND RE BETWEEN WEB F	REPAIRS: PAIR ACTIVI FRAMES (324	TY; CUT O 332) 16 L	UT 3 <sup>RD</sup> & 4 <sup>TH</sup> STR F REPLACE WITH	INGERS I (10 X 4	FROM BI	HD (300) T-BEAM)	TO WEB F	RAME (310 T 3 VERTIO	5) 32 LF. CUT OUT 3 <sup>R</sup> CAL STIFFENERS FROM	<sup>tD</sup> & 4 <sup>TH</sup> S	STRINGERS RINGER TO
									COMMEND REPLACING		X 8 SF OF
						INGER (.	.375 PLATE	). PERFOI	RM NDT, PRIME AND	PAINT	
REPAIRS TO BE											
SSPORT C221 I	POC: B. WII	LLIAMS (	757) 396-4001	EXT 21	66, IPO	C: M. M	ELVIN (/	57) 396-4	.001 EXT 2128		
3 <sup>RD</sup> & 4 <sup>TH</sup> STRING ROOT CAUSE/AM H1	GERS ARE DE IPLIFICATION	TERIORAT	G AT VERTICAL W ED FROM BHD (3						TEST# MRC 1102/1 STEP# 1,2,3,4 & 5		
SYSTEM LEVEL IN	MPACT:										
PART NO.			NOMEMCLATU	JRE			QTY	NSN			COST
1											
2											
3										-	
4											
5		5.4==									
FIRST CONTAC BAILEY		RATE DC1	SECONI WATSO		ACT		RATE PHONE HT1				
ASSESSOR / ACT J. LaROCK/ T.			ED SYSTEMS IN	NC.		ΓD	TL	LOG	STICIAN		TSP

### <u>USS YORKTOWN (CG-48)</u> <u>MAIN ENGINE ROOM NO. 2 (5-300-0-E)</u> PORT SIDE / LOWER LEVEL



"CONDENSATE CORNER" LOOKING FORWARD AT BHD (300), DETERIORATED STRINGERS WERE FOUND IN THIS AREA.



 $4^{TH}$  STRINGER FROM MARGIN PLATE APPROXIMATELY 4' AFT OF BHD (300).

### <u>USS YORKTOWN (CG-48)</u> <u>MAIN ENGINE ROOM NO. 2 (5-300-0-E)</u> <u>PORT SIDE / LOWER LEVEL</u>



 $3^{\text{RD}}$  STRINGER FROM MARGIN PLATE APPROXIMATELY 4' AFT OF BHD (300)



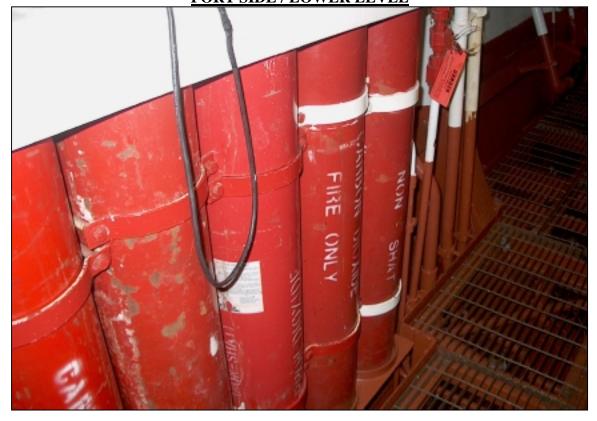
 $4^{\rm TH}$  STRINGER FROM MARGIN PLATE AT WEB FRAME (308)

### <u>USS YORKTOWN (CG-48)</u> <u>MAIN ENGINE ROOM NO. 2 (5-300-0-E)</u> <u>PORT SIDE / LOWER LEVEL</u>



 $3^{\rm RD}$  STRINGER FROM MARGIN PLATE AT WEB FRAME (308), WEB IS DETERIORATING AT WEEP HOLE.

### <u>USS YORKTOWN (CG-48)</u> <u>MAIN ENGINE ROOM NO. 2 (5-300-0-E)</u> PORT SIDE / LOWER LEVEL

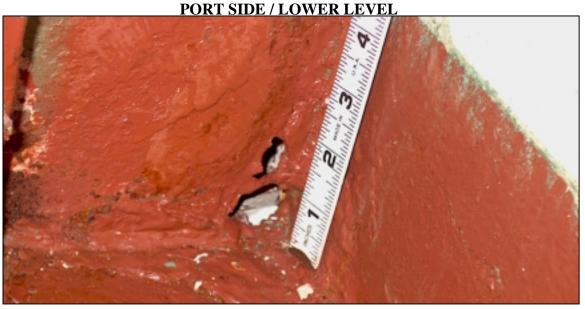


HALON BOTTLE STATION BETWEEN WEB FRAMES (324-332), DETERIORATED STRINGERS WERE FOUND OUTBOARD OF BOTTLES.



3<sup>rd</sup> STRINGER FROM MARGIN PLATE APPROXIMATELY 3' AFT OF WEB FRAME (324)

### <u>USS YORKTOWN (CG-48)</u> <u>MAIN ENGINE ROOM NO. 2 (5-300-0-E)</u>



TOP PICTURE VERTICAL STIFFENER (6 X 4 T-BEAM) APPROXIMATELY 3' AFT OF WEB FRAME (324).

BOTTOM PICTURE VERTICAL STIFFENER APPROXIMATELY 6' AFT OF WEB FRAME (324). ALL THREE VERTICAL STIFFENERS BETWEEN WEB FRAMES (324-332) FROM  $3^{\rm RD}$  STRINGER TO APPROXIMATELY 1' ABOVE  $4^{\rm TH}$  STRINGER ARE DETERIORATED.

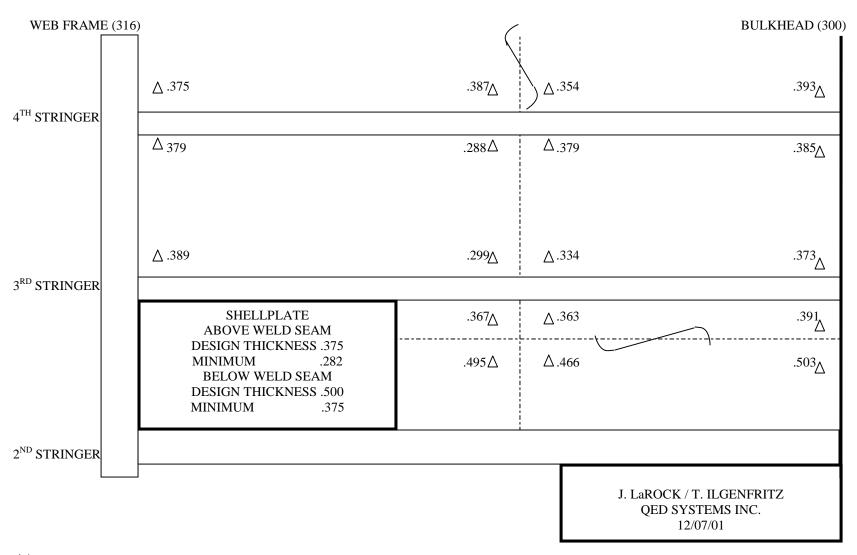


### <u>USS YORKTOWN (CG-48)</u> <u>MAIN ENGINE ROOM NO. 2 (5-300-0-E)</u> <u>PORT SIDE / LOWER LEVEL</u>



 $3^{RD}$  STRINGER FROM MARGIN PLATE APPROXIMATELY 3' FORWARD OF WEB FRAME (332)

## USS YORKTOWN (CG-48) MAIN ENGINE ROOM NO. 2 (5-300-0-E) PORT SIDE / LOWER LEVEL "CONDENSATE CORNER"



### **MATERIAL ASSESSMENT FORM**

ITEM NUMBER									SHIP	USS YORKTOW	N (CG-4	l8)
SYSTEM SHELL & SUPPORT	ΓING ST	RUCTURE	110 E	swbs 11011	EIC	A10	)	APL		X-SYSTEMS		IN 9B0DG
EQUIPMENT NAME	4400\()			IDENT/SERIAL			LOCA			WORK CENTER	J:	SN A O Z E
HULL STRUCTURE EQUIPMENT STATUS	1102XY		PROBLEM S	TATUS	N/A		5-300-0-E ERO1					A375 EOC
1. SAT - SATISFACTOR 2. UNSAT - UNSATISFAC 3. TNA - TEST NOT AC 4. TNC - TEST NOT CO 5. NOB - EQUIPMENT N	CTORY TEMPTED MPLETED	RD	2. A 3. T 4.S	- CORRECTED - AWAITING PARTS - AWAITING TECH ASSI - SHIP'S FORCE ICORRECTED PROBLEMS		1. S - PERSO 2. Z - EQUIP 3. H – HAR	MENT SAFET			4. D - DOWN 5. L - LIMITED		.9
TYPEAVAILABILITY	V	VHEN TO BE		STATUS		CAUSE				DEFERRAL REASON		
1. DEPOT		. IMMEDIATEL		1. OPERATIONAL		1. ABNORMA				1. S/F BACKLOG/OPERA	TIONAL PRIC	ORTY
2. IMA		PRIOR TO NE	XT	2. NON-OPERATIONA	L	3. LACK OF	KNOWLEDGE		S	LACK OF MATERIAL     NO FORMAL TRAINING OF		
3. TECH ASSIST		JNDERWAY		3. REDUCED CAPABIL	ITY		ATE INSTRU	OBLEMS CTION/PROCEDU	RE	4. FORMAL TRAINING INAL EQUIPMENT		
4. SHIP'S FORCE		B.PIROR TO NI DEPLOYMENT	EXT	4. NOT APPLICABLE			WEAR AND	TEAR		<ol><li>INADEQUATE SCHOOL P</li><li>LACK OF FACILITIES/CA</li></ol>	PABILITIES	
5. SFWL	4	. DURING POS	г			8. NOT APPL	ICABLE			<ol> <li>NOT AUTHORIZED FOR</li> <li>FOR S/F OVERHAUL OR</li> </ol>		
		DEPLOYMENT AVAILABILITY	(						LIST 9. LACK OF TECHNICAL DO	CUMENTATION	ı	
		BY 02/01/								10. OTHER OR NOT APPLIC		
MAN HRS EXPENDED  2		MAN HRS	remaining 200	)	COMPLETE	ED ACTION TA	KEN			S/F MANHOURS	P	RIORTY
SAFETY HAZARD:  1. SERIOUS - CORRECT 2. SERIOUS - SUSPENS 3. SERIOUS - WAVIER ( 4. SAFETY ITEM - MINO 5. COMBUSTIBLE MATE	ION OF ECO OF EQUIP OR	QUIPMENT/SY	: /STEM/SPAC		2. MAINTEN 3. MAINTEN 4. CANCELL 5. MAINTEN	1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: REQUIRED PARTS NOT DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 5. MAINTENANCE ACTION COMPLETED: 3-M CAPABILITY UTILIZED 5. MAINTENANCE ACTION COMPLETED: 3-M CAPABILITY UTILIZED 6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION 6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION						
DISCREPANCY DESCRIPTION: PER SEMAT II UNDERWATER HULL ASSESSMENT: STBD SIDE (5-300-0-E) MAIN ENGINE ROOM 2 LOWER LEVEL												
2 <sup>ND</sup> STRINGER FROM MARGIN PLATE (24 X 8 T-BEAM) BETWEEN BHD (300) AND WEB FRAME (324) HAS TRAPPED WATER												
SURFACE RUST AND HEAVY PAINT SEPARATION. APPROXIMATELY 50 SF.												
RECOMMENDED SECOMMEND S			CLEAN A	REA TO BARE	METAL	APPROX	IMATE	LY 50 SF.	PRIME	AND PAINT		
SSPORT C221	POC: E	3. WILLI	AMS (7	57) 396-4001	EXT 21	66, TPO	C: M. M	ELVIN (7	57) 390	6-4001 EXT 2128		
CSMP SUMMA TRAPPED WATER		RROSION	ON 2 <sup>ND</sup> S	STRINGER BETV	VFFN BH	D (300) &	WFB FI	RAMF (324	)	TEST# MRC 1102/1		
ROOT CAUSE/AM H1						(3.3.3)				STEP# 1,2,3,4 & 5		
SYSTEM LEVEL I	MPACT	:								<u> </u>		
PART NO.				NOMEMCLATI	JRE			QTY	NSN	N		COST
1	WOMENIOD TOKE											
2												
3												
4												
FIRST CONTACT RATE SECOND CONT BAILEY DC1 WATSON						ACT		RATE HT1	<u>                                     </u>	PHONE		
ASSESSOR / ACT / TECH ID#  J. LaROCK/ T. ILGENFRITZ QED SYSTEMS INC.							D	TL	LC	DGISTICIAN		TSP

### <u>USS YORKTOWN (CG-48)</u> <u>MAIN ENGINE ROOM NO. 2 (5-300-0-E)</u> STARBOARD SIDE / LOWER LEVEL



HEAVY PAINT SEPARATION ON SHELL AND  $2^{\rm ND}$  STRINGER (24 X 8 T-BEAM) APPROXIMATELY 4' FWD OF WEB FRAME (324).



TRAPPED WATER , HEAVY PAINT SEPARATION ON  $2^{\rm ND}$  STRINGER BETWEEN WEB FRAMES (308-316).

# USS YORKTOWN (CG-48) MAIN ENGINE ROOM NO. 2 (5-300-0-E) STARBOARD SIDE / LOWER LEVEL



TRAPPED WATER AND CORROSION ON  $2^{\rm ND}$  STRINGER BETWEEN BHD (300) AND WEB FRAME (308).

### **MATERIAL ASSESSMENT FORM**

ITEM NUMBER							S	HIP (	JSS YORKTOWN (C	G-48	3)
SYSTEM SHELL & SUPPORTING	G STRUCTURE		swbs 11011	EIG	A100		APL	X-S	YSTEMS	RIN 9B0GD	
EQUIPMENT NAME HULL STRUCTURE 110	12XY	II.	IDENT/SERIAL	N/A		LOCAT	TON 5-220-0-E		K CENTER ERO1	JSN	A378
EQUIPMENT STATUS	271	PROBLEM S	STATUS	IN/ A		<u> </u>	J-220-0-L	CATEGORY	LKOT		EOC
1. SAT - SATISFACTORY 2. UNSAT - UNSATISFACTOR 3. TNA - TEST NOT ATTEMP 4. TNC - TEST NOT COMPLE 5. NOB - EQUIPMENT NOT COMPLE	TED TED	2. <i>F</i> 3. 1 4.S	C - CORRECTED A - AWAITING PARTS T - AWAITING TECH AS - SHIP'S FORCE NCORRECTED PROBLEMS		1. S - PERSONI 2. Z - EQUIPMI 3. H – HARDN	ENT SAFET			4. D - DOWN 5. L - LIMITED	.9	
TYPEAVAILABILITY	WHEN TO BE ACCOMPLISH	D	STATUS		CAUSE				DEFERRAL REASON		
1. DEPOT 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL	L	1. ABNORMAL ENVIRONMENT 2. MANYACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7. NORMAL WEAR AND TEAR 8. NOT APPLICABLE  1. S/F BACKLOG/OPERATIONAL PR 2. LACK OF MATERIAL 3. NO FORMAL TRAINING IN THIS 4. FORMAL TRAINING INADEQUATE EQUIPMENT 5. INADEQUATE SCHOOL PRACTIC. 6. LACK OF FACILITIES/CAPAB 7. NOT AUTHORIZED FOR S/F ACC 8. FOR S/F OVERHAUL OR AVAILAE LIST 9. LACK OF TECHNICAL DOCUMEN' 10. OTHER OR NOT APPLICABLE						NG MENT			
MAN HRS EXPENDED	MAN HR	s remaining 800	··	COMPLETI	ED ACTION TAK	EN		S/F N	MANHOURS	PRI	ORTY
SAFETY HAZARD:  1. SERIOUS - CORRECT AS: 2. SERIOUS - SUSPENSION 3. SERIOUS - WAVIER OF EI 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL	OF EQUIPMENT/ QUIPMENT/SYST	LE SYSTEM/SPAC EM	E REQUIRED	2. MAINTEI 3. MAINTEI 4. CANCELL 5. MAINTEI 6. NONE OI	NANCE ACTION CO NANCE ACTION CO LED - DEFERRAL V NANCE ACTION CO F THE ABOVE, DE	OMPLETED: OMPLETED: VILL BE RE OMPLETED: SCRIBE IN	: PARTS DRAWN FRC : REQUIRED PARTS I : NO PARTS REQUIR MOVED FROM CSMP : 3-M CAPABILITY UT REMARKS/DESCRIPT	NOT DRAWN F ED FILIZED FION SECTION		2. ES 3. H	Andatory Ssential Ighly Esirable Esirable
DISCREPANCY DESCRIPTION: PER SEMAT II UNDERWATER HULL ASSESSMENT: PORT SIDE (5-220-0-E) UPPER LEVEL AMR 1											
2 <sup>ND</sup> STRINGER FROM DECK BETWEEN WEB FRAMES (236-244) OUTBOARD OF CHW EXPANSION TANKS 1 & 2 IS SEVERELY DETERIORATED.											
I AND 2 STRIN	1 <sup>ST</sup> AND 2 <sup>ND</sup> STRINGER FROM DECK OUTBOARD OF A/C PLANT NO. 2 APPROXIMATELY 4' FWD OF BHD (260) ARE HOLED.										
	IR ACTIVIT								STRINGER FROM DECK		
									JT OUT 1 <sup>st</sup> and 2 <sup>nd</sup> str		
									ERFORM NDT, PRIME AN	ID PAI	NT AREAS
DISTURBED BY REM											
SSPORT C221 PO	C: B. WILL	TAMS (75	37) 396-4001	EXT 216	56, TPOC:	IVI. IVIE	ELVIN (757)	396-40	001 EXT 2128		
CSMP SUMMARY: STRINGERS ARE DE		D FROM \	WEB FRAME (23	6) TO BI	HD (260), P	ORT SI	DE. U/L		TEST# MRC 1102/1		
ROOT CAUSE/AMPL	IFICATION:								STEP#		
H1 SYSTEM LEVEL IMP	ΛCT:								1,2,3,4 & 5		
STOTEWILE VEE IIVII	AO1.										
PART NO.	-		NOMEMCLATU	JRE			QTY	NSN		(	COST
1											
2											
3											
4											
5											
6											
FIRST CONTACT BAILEY		ATE C1	SECONI WATSO		ACT		RATE PHONE HT1				
ASSESSOR / ACT / J. LaROCK/T.ILG		QED	SYSTEMS IN	C.	TD		TL	LOGIS	TICIAN		TSP

### <u>USS YORKTOWN (CG-48)</u> <u>AUXILIARY MACHINERY ROOM NO. 1 (5-220-0-E)</u> PORT SIDE / UPPER LEVEL

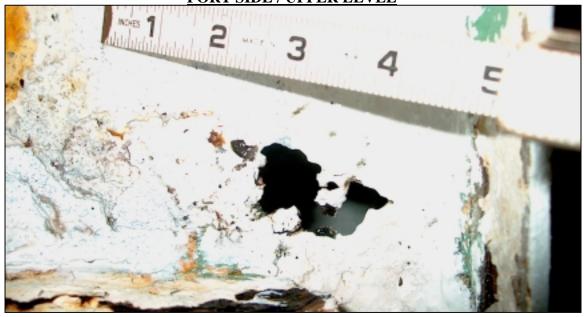


CHILLED WATER EXPANSION TANKS 1 & 2 AT WEB FRAME (236). DETERIORATED STRINGERS WERE DISCOVERED OUTBOARD OF TANKS.



2<sup>ND</sup> STRINGER FROM DECK APPROXIMATELY 2' AFT OF WEB FRAME (236) ENTIRE WEB IS GONE.

### <u>USS YORKTOWN (CG-48)</u> <u>AUXILIARY MACHINERY ROOM NO. 1 (5-220-0-E)</u> PORT SIDE / UPPER LEVEL



 $2^{\rm ND}$  STRINGER FROM DECK APPROXIMATELY 2' FWD OF WEB FRAME (244).

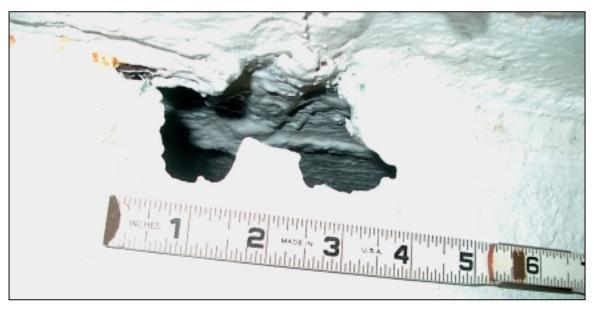


 $2^{\rm ND}$  STRINGER FROM DECK APPROXIMATELY 2' FWD OF WEB FRAME (244), INSIDE SUPPORT BRACKETS FOR NO. 2 CHILLED WATER EXPANSION TANK.

### <u>USS YORKTOWN (CG-48)</u> <u>AUXILIARY MACHINERY ROOM NO. 1 (5-220-0-E)</u> <u>PORT SIDE / UPPER LEVEL</u>



A/C PLANT NO. 2 AND SHELL PLATE AT BHD (260).  $1^{\rm ST}$  AND  $2^{\rm ND}$  STRINGERS FROM DECK ARE HOLED APPROXIMATELY 4' FORWARD OF BHD (260).



 $2^{\text{ND}}$  STRINGER FROM DECK APPROXIMATELY 4' FORWARD OF BHD (260).

### <u>USS YORKTOWN (CG-48)</u> <u>AUXILIARY MACHINERY ROOM NO. 1 (5-220-0-E)</u> PORT SIDE / UPPER LEVEL



 $1^{\mathrm{ST}}$  STRINGER FROM DECK APPROXIMATELY 4' FORWARD OF BHD (260).

### **MATERIAL ASSESSMENT FORM**

ITEM NUMBER								SHIP					
									USS YORKTOWI	V (CG-4	8)		
SYSTEM SHELL & SUPPORT	ING STRUCT	URE 110	ESWBS 11011	E	ic A1	00	APL	X-	SYSTEMS	R	9B0GD		
EQUIPMENT NAME	110000		IDENT/SERIAL	N1/A		LOCA			RK CENTER	JS			
HULL STRUCTURE 1 EQUIPMENT STATUS	1102XY	PROBLEM	1 STATUS	N/A	1		5-220-0-E	CATEGORY	ERO1		A377 EOC		
	v		C - CORRECTED		1 C DED	SONNEL SAFE	TV		4. D - DOWN				
2. UNSAT - UNSATISFAC	TORY	2	. A - AWAITING PARTS . <b>T - AWAITING TECH</b> A	ACCICT+	2. Z - EQL	IPMENT SAFE			5. L - LIMITED				
3. TNA - TEST NOT ATT 4. TNC - TEST NOT CON 5. NOB - EQUIPMENT NO	MPLETED .	4	S - SHIP'S FORCE JNCORRECTED PROBLEM		3. H - HA	RDWARE					.9		
TYPEAVAILABILITY	WHEN TO	) BE	STATUS	15	CAUSE				DEFERRAL REASON				
1. DEPOT	1. IMMED		1. OPERATIONAL		1. ABNOR	MAL ENVIRON	IMENT		S/F BACKLOG/OPERATION	NAL PRIORTY			
2. IMA	2. PRIOR	TO NEXT	2. NON-OPERATION	AL	2. MANFA		ALLATION DEFEC	TS	LACK OF MATERIAL     NO FORMAL TRAINING O		MENT		
3. TECH ASSIST	UNDERW	AY	3. REDUCED CAPAB			NICATION PR	OBLEMS JCTION/PROCEDU	IRF	4. FORMAL TRAINING INAD EQUIPMENT	EQUATE IN TH	IS		
4. SHIP'S FORCE	3.PIROF DEPLOY	TO NEXT	4. NOT APPLICABLE		6. INADEC	UATE DESIGN	N		5. INADEQUATE SCHOOL PR 6. LACK OF FACILITIES/				
5. SFWL	4. DURIN				8. NOT AF				7. NOT AUTHORIZED FOR S/F ACCOMPLI: 8. FOR S/F OVERHAUL OR AVAILABILITY				
0. 0. WE	DEPLOYN								LIST  9. LACK OF TECHNICAL DOG				
		/01/02							10. OTHER OR NOT APPLICA				
	1			1									
MAN HRS EXPENDED 2	MAN	HRS REMAININ 1	G 00	COMPLE	TED ACTION	TAKEN		S/F	MANHOURS	PF	RIORTY		
SAFETY HAZARD:	4.C. C.						D: PARTS DRAWN		EDOM CURRIY		MANDATORY		
1. SERIOUS - CORRECT A 2. SERIOUS - SUSPENSI	ON OF EQUIPME	NT/SYSTEM/SPA	ACE REQUIRED	3. MAINTI	ENANCE ACTIO	N COMPLETE	D: NO PARTS REC	RTS NOT DRAWN QUIRED	FROM SUPPLY	3.	ESSENTIAL HIGHLY		
3. SERIOUS - WAVIER O 4. SAFETY ITEM - MINOI	R	YSTEM		5. MAINTI	ENANCE ACTIO	N COMPLETE	REMOVED FROM C D: 3-M CAPABILIT	TY UTILIZED			DESIRABLE DESIRABLE		
5. COMBUSTIBLE MATER		J. PFR SFMA	AT II LINDERWA					15-220-0-F	UPPER LEVEL AMR	1 FOUND	ATION		
INBOARD AFT											7.1.1011		
TIVE OF THE PROPERTY OF	OUTHIER C	7,7,0,7,2,7	111 110: 1 10 0	LILITIO	100120	WITERLE	TT WEETO	THE BEO					
RECOMMENDED I	REPAIRS:												
RECOMMEND RE	PAIR ACTIV	ITY, CUT O	UT APPROXIMA	TELY 2 S	F OF FOL	NDATIO	N PLATE, R	REPLACE W	TH .375 MILD STEE	L, PRIME	AND		
PAINT.													
SSPORT C221 F	POC: B. WI	LLIAMS (7	'57) 396-4001	EXT 21	66, TPC	C: M. M	IELVIN (7	57) 396-4	001 EXT 2128				
									··				
CSMP SUMMAR			DNED FOLING	4.T.O.N. F	SETERIO	D. 4.T.E.D.			TEST#				
A/C PLANT NO.			RNER FOUND	ATTON L	<u> JE LERIC</u>	RATED			MRC 1102/1				
ROOT CAUSE/AM H1	PLIFICATIC	NN:							STEP# 1,2,3,4 & 5				
SYSTEM LEVEL IN	MPACT:								.,2,0,1 & 0				
PART NO.			NOMEMCLAT	URE			QTY	NSN			COST		
1													
2													
3													
4													
5													
6	<del>- 1</del>	DATE	0=0=:	ID 00:-	- A O T		5	<u> </u>	LONE				
FIRST CONTACT BAILEY	I	RATE DC1	SECON WATSO	ID CONT <b>)N</b>	ACT		RATE HT1	P	HONE				
ASSESSOR / ACT			D CVCTCMC IN	ıc		TD	TL	LOGI	STICIAN		TSP		
J. LaROCK/T.IL	GENERITA	<u>.</u> QE	D SYSTEMS IN	IU.									

### <u>USS YORKTOWN (CG-48)</u> <u>AUXILIARY MACHINERY ROOM NO. 1 (5-220-0-E)</u> <u>PORT SIDE / UPPER LEVEL</u>



A/C PLANT NO. 1 INBOARD AFT CORNER FOUNDATION IS DETERIORATED WHERE IT MEETS THE DECK



### **USS YORKTOWN (CG-48)**

THE FOLLOWING PICTURE PAGES
AND DRAWINGS ARE WORK ITEMS
THAT WERE PREVIOUSLY ENTERED
INTO THE CONTROLLED SHIPS
MAINTAINANCE PROGRAM
(CSMP)

# USS YORKTOWN (CG-48) MAIN ENGINE ROOM NO. 1 (5-174-0-E) STARBOARD SIDE



"CONDENSATE CORNER" AT BHD (220)



HOLE IN WEB OF  $5^{\rm TH}$  STRINGER FROM MARGIN PLATE APPROXIMATELY 4' FORWARD OF BHD (220). (CSMP/JSN-3812)

# USS YORKTOWN (CG-48) MAIN ENGINE ROOM NO. 1 (5-174-0-E) STARBOARD SIDE



HOLES IN WEB OF  $6^{\rm TH}$  STRINGER FROM MARGIN PLATE BETWEEN BHD (220) AND WEB FRAME (212). (CSMP/JSN-3812)



### <u>USS YORKTOWN (CG-48)</u> <u>MAIN ENGINE ROOM NO. 1 (5-174-0-E)</u> STARBOARD SIDE



 $2^{\text{ND}}$  STRINGER FROM MARGIN PLATE AT WEB FRAME (212) (CSMP/JSN-3812)



HOLE IN WEB OF 3<sup>RD</sup> STRINGER FROM MARGIN PLATE AT WEB FRAME (212) (CSMP/JSN-3812)

### **MATERIAL ASSESSMENT FORM**

ITEM NUMBER		USS YORKTOWN (CG-48)											
SYSTEM SHELL & SUPPORT	TING ST	RUCTURE	110 ES	swbs 11011	EIC	A100		APL	Y_9	SYSTEMS	RIN	9B0GD	
EQUIPMENT NAME				IDENT/SERIAL	N1/A	71100	LOCATI			K CENTER	JSN	V	
HULL STRUCTURE EQUIPMENT STATUS	1102XY	<u> </u>	PROBLEM S	TATUS	N/A			5-174-0-E	CATEGORY	ERO1		A372 EOC	
1. SAT - SATISFACTOR 2. UNSAT - UNSATISFAC 3. TNA - TEST NOT ACI 4. TNC - TEST NOT COI 5. NOB - EQUIPMENT NO	TORY TEMPTED MPLETED	ARD.	2. A 3. T 4.S	- CORRECTED - AWAITING PARTS - AWAITING TECH ASSI - SHIP'S FORCE CORRECTED PROBLEMS	ST*	1. S - PERSONI 2. Z - EQUIPME 3. H – HARDV	ENT SAFETY			4. D - DOWN 5. L - LIMITED		.9	
TYPEAVAILABILITY	,	WHEN TO BE ACCOMPLISHED		STATUS		CAUSE				DEFERRAL REASON			
1. DEPOT 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL	1. IMMEDIATELY 2. PRIOR TO NEXT UNDERWAY 4 ASSIST 3. PIROR TO NEXT DEPLOYMENT 4. NOT APPLICABLE					1. ABNORMAL 2. MANFACTUF 3. LACK OF KN 4. COMMUNIC/ 5. INADEQUAT 6. INADEQUAT 7. NORMAL W 8. NOT APPLIC	QUATE IN THIS ACTICAL TRAIN BILITIES F ACCOMPLISH	IS EQUIPMENT ATE IN THIS ICAL TRAINING ITIES COMPLISHMENT ABILITY WORK					
MAN HRS EXPENDED 2		MAN HRS F	REMAINING	)	COMPLETE	ED ACTION TAK	EN		S/F	MANHOURS	PRI	IORTY	
SAFETY HAZARD:  1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY  1. SERIOUS - CORRECT AS SOON AS POSSIBLE  2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED  1. MAINTENANCE ACTION COMPLETED: REQUIRED PARTS NOT DRAWN FROM SUPPLY  2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED  3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED  3. HIGHLY											SSENTIAL HIGHLY DESIRABLE		
DISCREPANCY D	ESCRII	PTION: PE	r semat	II UNDERWAT	ER HULL	. ASSESSME	NT: PC	RT SIDE (	5-174-0-E)	MAIN ENGINE ROO	M 1		
BETWEEN WEB FRAMES (196-204) FROM THE MARGIN PLATE UP TO THE 4 <sup>TH</sup> STRINGER OUTBOARD OF MAIN ENGINE BLEED													
AIR PIPING.	APPI	ROXIMA	TELY 3	30 SF OF HE	EAVY F	RUST AN	D PA	NT SEP	ARATIC	N. U/T READING	GS ARE		
WITHIN THE 2	5% V	/ASTAGE	CRITER	IA. SEE DRAV	VING.								
RECOMMENDED RECOMMEND S			CLEAN T	O BARE META	IL APPR	OXIMATEL	_Y 30 S	SF OF ARI	EA, PRIMI	E AND PAINT			
SSPORT C221	POC: I	B. WILLIA	AMS (75	57) 396-4001	EXT 21	66, TPOC	: M. ME	ELVIN (75	57) 396-4	001 EXT 2128			
CSMP SUMMA	ARY:									TEST#			
CORROSION O	N SHI	ELL & STI	RINGERS	S BETWEEN V	VEB FRA	MES (196	-204)	PORT SIE	E.	MRC 1102/1			
ROOT CAUSE/AM H1	1PLIFI(	CATION:								STEP# 1,2,3,4 & 5			
SYSTEM LEVEL II	MPACT	<u>-</u> :											
PART NO.				NOMEMCLATU	JRE			QTY	NSN			COST	
1													
2													
3													
4													
5													
6													
FIRST CONTAC BAILEY	RAT DC1		SECONE WATSO		ACT RATE PHO			ONE					
ASSESSOR / ACT J. LaROCK/ T.	– -		ED SYST	EMS INC.		TD		TL	LOGIS	STICIAN		TSP	

# USS YORKTOWN (CG-48) MAIN ENGINE ROOM NO. 1 (5-174-0-E) PORT SIDE



BLEED AIR PIPING BETWEEN WEB FRAMES (196-204). HEAVY CORROSION AND PAINT SEPARATION WAS DISCOVERED OUTBOARD OF PIPING.



3<sup>RD</sup> STRINGER UP FROM MARGIN PLATE AT WEB FRAME (196)

### <u>USS YORKTOWN (CG-48)</u> <u>MAIN ENGINE ROOM NO. 1 (5-174-0-E)</u> PORT SIDE

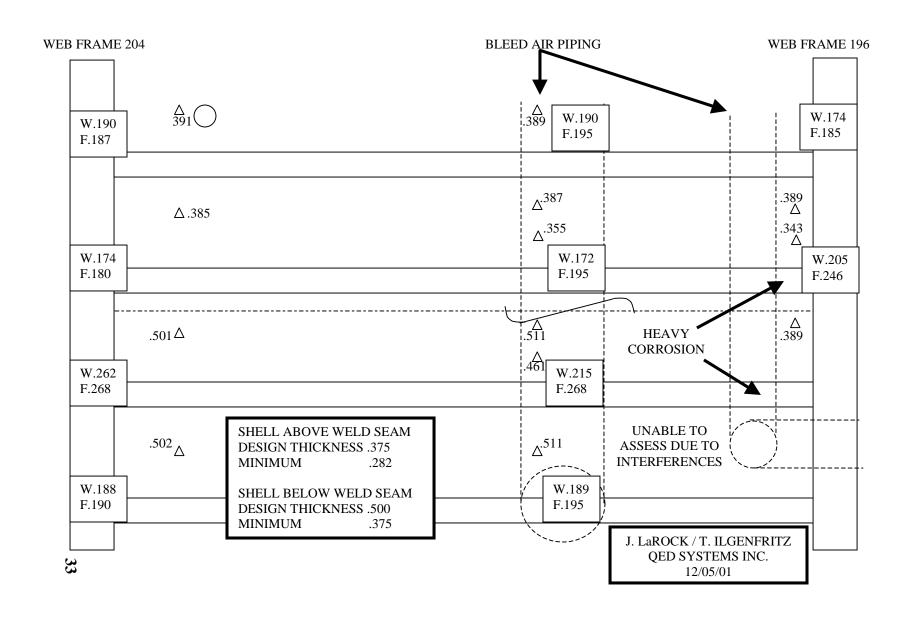


2<sup>ND</sup> STRINGER UP FROM MARGIN PLATE BETWEEN WEB FRAMES (196-204)



2<sup>ND</sup> STRINGER FROM MARGIN PLATE LOOKING FORWARD AT WEB FRAME (196)

### <u>USS YORKTOWN (CG-48)</u> <u>MAIN ENGINE ROOM NO.1 (5-174-0-E)</u> <u>PORT SIDE</u>



### **MATERIAL ASSESSMENT FORM**

ITEM NUMBER		USS YORKTOWN (CG-48)												
SYSTEM SHELL & SUPPORT	ING STE	RUCTURE	110 E	swbs 11011	EIG	A100		APL		YSTEMS	RIN			
EQUIPMENT NAME				IDENT/SERIAL			LOCATI			K CENTER	JSN			
HULL STRUCTURE 1 EQUIPMENT STATUS	1102XY	11	PROBLEM S	TATUS	N/A		į	5-138-0-E	CATEGORY	ERO1		A362 EOC		
									CATEGORY			EOC		
1. SAT - SATISFACTOR' 2. UNSAT - UNSATISFAC' 3. TNA - TEST NOT ATT 4. TNC - TEST NOT CON 5. NOB - EQUIPMENT NO	TORY EMPTED MPLETED	RD	2. A <b>3. T</b> 4.S	: - CORRECTED : - AWAITING PARTS T - AWAITING TECH AS - SHIP'S FORCE ICORRECTED PROBLEMS						4. D - DOWN 5. L - LIMITED		.9		
TYPEAVAILABILITY		HEN TO BE		STATUS		CAUSE				DEFERRAL REASON				
1. DEPOT 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL	1. 2. U! 3. DI 4. DE	IMMEDIATELY PRIOR TO NE NDERWAY PIROR TO NE EPLOYMENT DURING POST EPLOYMENT AVAILABILITY	хт	OPERATIONAL     NON-OPERATIONAL     REDUCED CAPABIL     NOT APPLICABLE		1. ABNORMAL E 2. MANFACTURE 3. LACK OF KNC 4. COMMUNICA' 5. INADEQUATE 6. INADEQUATE 7. NORMAL WE 8. NOT APPLICA	ER/INSTALL DWLEDGE TION PROB INSTRUCT DESIGN EAR AND T	LACK OF MATERIAL     NO FORMAL TRAINING ON T     FORMAL TRAINING INADEOL     EQUIPMENT     INADEQUATE SCHOOL PRAC     LACK OF FACILITIES/CAF     NOT AUTHORIZED FOR S/F     FOR S/F OVERHAUL OR AVA LIST	ORMAL TRAINING ON THIS EQUIPMENT MAL TRAINING INADEQUATE IN THIS PMENT EQUATE SCHOOL PRACTICAL TRAINING COF FACILITIES/CAPABILITIES AUTHORIZED FOR S/F ACCOMPLISHMENT S/F OVERHAUL OR AVAILABILITY WORK OF TECHNICAL DOCUMENTATION					
MAN HRS EXPENDED	В	Y 02/01/0	DZ REMAINING		COMPLETI	ED ACTION TAKE	N		S/F N	/ANHOURS	PRI	ORTY		
2		WANTE	600	)	COIVII EETI	ED AUTTON TAKE			3/11	MANTOONS	l K	OKTI		
SAFETY HAZARD:  1. SERIOUS - CORRECT AS SOON AS POSSIBLE  2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED  3. SERIOUS - WAVIER OF EQUIPMENT/SYSTEM  4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP										MANDATORY SSENTIAL HIGHLY DESIRABLE DESIRABLE				
DISCREPANCY DESCRIPTION: PER SEMAT II UNDERWATER HULL ASSESSMENT:FWD PUMP ROOM/SEWAGE PLANT NO.1 (5-138-0-E)														
STBD SIDE 2 <sup>ND</sup> STRINGER FROM MARGIN PLATE IS HOLED APPROX.2FT.FWD OF WEB FRAME (146). PORT SIDE 1 <sup>ST</sup> STRINGER FROM MARGIN PLATE IS HOLED AT WEB FRAME (146) AND APPROX.4FT AFT OF BHD (138) .2 <sup>ND</sup> STRINGER FROM MARGIN PLATE														
							T AFT	OF BHD	(138) .2 <sup>ND</sup>	STRINGER FROM M	ARGIN I	PLATE		
IS HOLED APPR	OX. 4F	TAFIO	F RHD (	138) AND AT W	EB FRA	ME (146)								
RECOMMENDED I RECOMMEND RE			CUTOUT	APPROX. 8LF C	)F 1 <sup>ST</sup> & 2	2 <sup>ND</sup> STRINGE	RS PO	RT SIDE 1	6LF TOTAL	. AND 8LF OF 2 <sup>ND</sup> STF	RINGER			
STBD SIDE. REPL	ACE W	/ITH 10X4	X11.55	T-BEAM 24 LF T	OTAL PF	RIME AND PA	AINT A	REAS DIS	TURBED BY	REMOVALS INSIDE A	AND			
.OUTSIDE OF H	ULL. R	EPAIRS 7	ГО ВЕ А	CCOMPLISHE	D DURIN	IG DRYDOO	CK AVA	ILIBILITY	•					
SSPORT C221 F	POC: B	. WILLIA	AMS (75	57) 396-4001	EXT 216	66, TPOC:	M. ME	LVIN (75	7) 396-40	001 EXT 2128				
CSMP SUMMAR	<b>?Y:</b> 1 <sup>ST</sup> 8	§ 2 <sup>ND</sup> STR	INGERS	PORT SIDE &2 <sup>t</sup>	ID STRIN	GER STARB(	DARD S	SIDE ARE	HOLED	TEST# MRC 1102/1				
ROOT CAUSE/AM H1	PLIFIC	ATION:								STEP# 1,2,3,4 & 5				
SYSTEM LEVEL IN	ИРАСТ:													
PART NO.				NOMEMCLATU	JRE			QTY	NSN			COST		
1														
2														
3														
4														
5														
6 EIRST CONTACT	т	DAT		SECONI	CONT	A C T		DATE		IONE				
FIRST CONTACT BAILEY		RAT DC1		SECONI WATSO				RATE HT1		IONE				
ASSESSOR / ACT J. LaROCK/ T. I			QED SY	STEMS INC.		TD		TL	LOGIS	TICIAN		TSP		

# USS YORKTOWN (CG-48) FORWARD PUMP ROOM / SEWAGE PLANT NO. 1 (5-138-0-E) STARBOARD SIDE

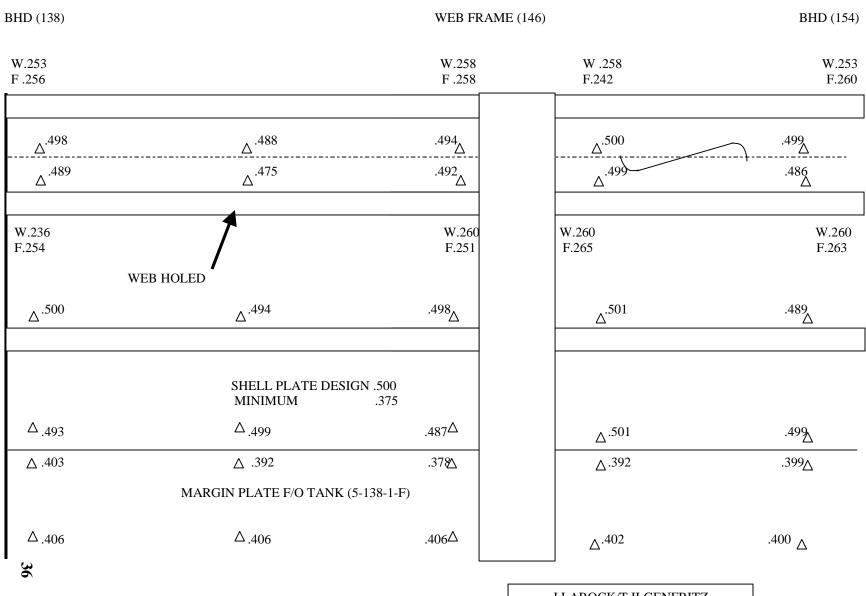


 $2^{\rm ND}$  STRINGER FROM MARGIN PLATE AT WEB FRAME (146) IS HOLED.



 $2^{\text{ND}}$  STRINGER FROM MARGIN PLATE VIEW FROM BELOW

### USS YORKTOWN (CG-48) FORWARD PUMP ROOM / SEWAGE PLANT NO. 1 (5-138-0-E) STARBOARD SIDE



J.LAROCK/T.ILGENFRITZ QED SYSTEMS INC. 12/04/01

# USS YORKTOWN (CG-48) FORWARD PUMP ROOM / SEWAGE PLANT NO. 1 (5-138-0-E) PORT SIDE



CORRODED STRINGERS FOUND IN THIS AREA



 $1^{\rm ST}$  STRINGER FROM MARGIN PLATE AT WEB FRAME (146) IS HOLED

#### <u>USS YORKTOWN (CG-48)</u> <u>FORWARD PUMP ROOM / SEWAGE PLANT NO. 1 (5-138-0-E)</u> PORT SIDE

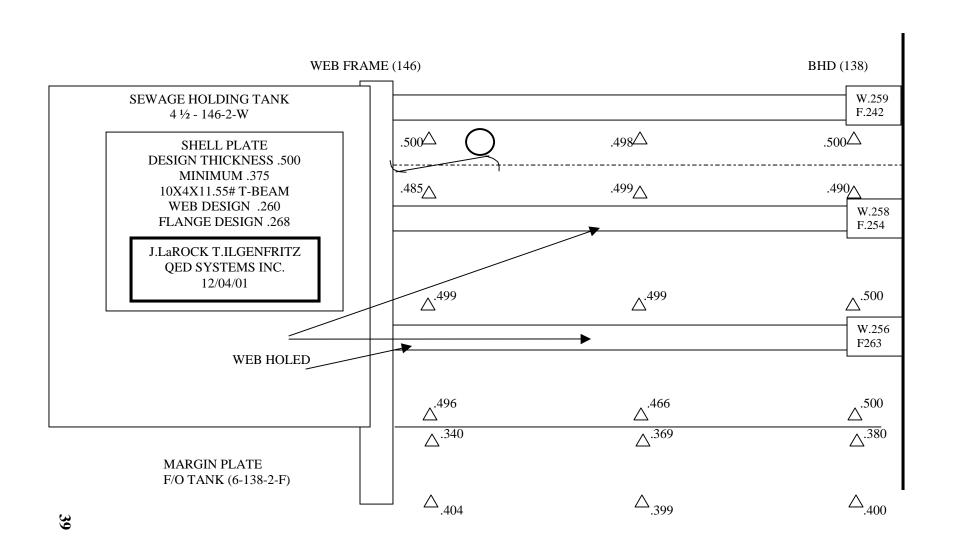


1<sup>ST</sup> STRINGER FROM MARGIN PLATE APPROXIMATELY 4 FT AFT OF BHD (138)



 $2^{\text{ND}}$  STRINGER FROM MARGIN PLATE APPROXIMATELY 4 FT AFT OF BHD (138)

### USS YORKTOWN (CG-48) FORWARD PUMP ROOM / SEWAGE PLANT NO. 1 (5-138-0-E) PORT SIDE



### **MATERIAL ASSESSMENT FORM**

ITEM NUMBER						[	SHIP	JSS YORKTOWN (	CG-48	3)
SYSTEM		SWBS	EIC	;		APL		ood rountrown (	RIN	
SHELL & SUPPORTING ST	RUCTURE 110	11011		A100				YSTEMS		9B0GD
EQUIPMENT NAME HULL STRUCTURE 1102XY	,	IDENT/SERIAL	N/A		LOCAT	ом 5-138-0-Е	WOR	K CENTER ERO1	JSN	A361
EQUIPMENT STATUS	PROBLEM	STATUS					CATEGORY	-		EOC
1. SAT - SATISFACTORY 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOA	3. <sup>1</sup>	C – CORRECTED A – AWAITING PARTS T – AWAITING TECH ASS S – SHIP'S FORCE NCORRECTED PROBLEMS	IST*	4. S – PER 2. Z – EQUIPME 3. H – HARDW				4. D – DOWN 5. L – LIMITED		.9
TYPEAVAILABILITY	WHEN TO BE ACCOMPLISHED	STATUS		CAUSE				DEFERRAL REASON		-1
4. DEPOT 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL	. IMMEDIATELY 1. OPERATIONAL . PRIOR TO NEXT 2. NON-OPERATIONAL NDERWAY 3. REDUCED CAPABILITY I.PIROR TO NEXT BEPLOYMENT 4. NOT APPLICABLE		ABNORMAL ENVIRONMENT     MANFACTURER/INSTALLATION DEFECTS     LACK OF KNOWLEDGE     COMMUNICATION PROBLEMS     INADEQUATE INSTRUCTION/PROCEDURE     INADEQUATE DESIGN     TORMAL WEAR AND TEAR     NOT APPLICABLE				1. S/F BACKLOG/OPERATIONAL PRIORTY 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE IN THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FOR S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION 10. OTHER OR NOT APPLICABLE		ENT S IING MENT	
MAN HRS EXPENDED	MAN HRS REMAINING		COMPLETE	D ACTION TAKE	N		S/F I	MANHOURS	PR	IORTY
2 200  SAFETY HAZARD:  1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAVIER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL 6. NONE OF THE ABOVE, DE				IANCE ACTION CO IANCE ACTION CO ED - DEFERRAL W IANCE ACTION CO	MPLETED: MPLETED: ILL BE REI MPLETED:	REQUIRED PARTS NO PARTS REQUIF MOVED FROM CSMI 3-M CAPABILITY L	NOT DRAWN F RED P JTILIZED	ROM SUPPLY	2. E 3. F	MANDATORY SSENTIAL HIGHLY DESIRABLE DESIRABLE
DISCREPANCY DESCRI	PTION: PER SEMA	T II UNDERWAT	ER HULL	ASSESSME	NT: FV	VD PUMP RO	OOM/SEW	AGE PLANT NO.1 (5-1	38-0-E)	
PORT SIDE BILGE POCKET BETWEEN WEB FRAME (146)&BHD (154) APPROX.48 SF OF RUST AND PAINT SEPARATION, STBD SIDE BILGE										
POCKET BETWEEN B										VY
PAINT SEPARATION	ON F/O TANK (6-1	138-1-F) AND AI	PPROX.2	20 SF OFRU	JST &I	PAINT SEPA	ARATION	IN PIT SWORD AREA	١.	
RECOMMENDED REPAI	RS:RECOMMEND S	SHIPS FORCE CL	EAN POF	RT &STBD B	ILGE F	OCKETS ,TA	ANK TOP(	6-138-1-F) AND PIT SV	VORD A	AREA
TO BARE METAL, PRIME	E AND PAINT APP	ROX.128 SF TOT	AL.							
SSPORT C221 POC: I	B. WILLIAMS (7	57) 396-4001	EXT 21	66, TPOC:	M. M	ELVIN (757	7) 396-4	001 EXT 2128		
CSMP SUMMARY:0 (6-138-1-F) AND PIT S		ORT&STBD BIL	GE POC	KETS,ON I	F/O TA	NK TOP		TEST# MRC 1102/1		
ROOT CAUSE/AMPLIFIC	CATION:							STEP# 1,2,3,4 & 5		
SYSTEM LEVEL IMPACT	·:							1,2,3,7 & 3		
PART NO.		NOMEMCLATU	JRE_			QTY	NSN			COST
1										
2										
3										
4										
5							1			
							-			
6 FIRST CONTACT BAILEY	RATE DC1	SECONI WATSO		ACT		RATE HT1	II PH	IONE	<u> </u>	
ASSESSOR / ACT / TEC		1		TD		TL	LOGIS		- 1	TSP

# USS YORKTOWN (CG-48) FORWARD PUMP ROOM / SEWAGE PLANT NO. 1 (5-138-0-E) CENTER LINE



PIT SWORD AREA CORROSION ON INBOARD SIDE OF F/O TANK (6-138-2-F)

# USS YORKTOWN (CG-48) FORWARD PUMP ROOM / SEWAGE PLANT NO. 1 (5-138-0-E) CENTER LINE

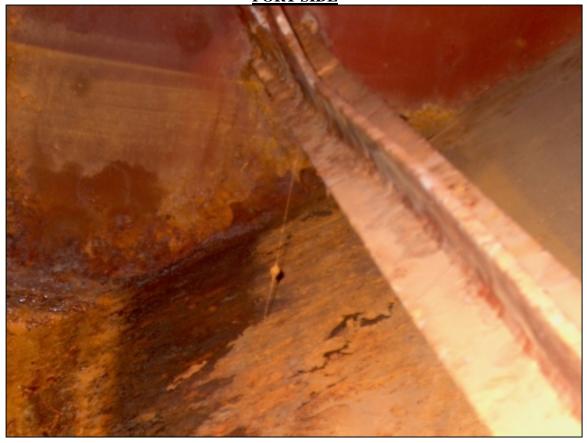


F/O TANK (6-138-1-F)



PAINT FAILURE ON TOP OF F/O TANK (6-138-1-F)

# USS YORKTOWN (CG-48) FORWARD PUMP ROOM / SEWAGE PLANT NO. 1 (5-138-0-E) PORT SIDE



CORROSION ON SHELL PLATE UNDERNEATH SEWAGE HOLDING TANK 4 ½ -146-2-W

### USS YORKTOWN (CG-48) FORWARD PUMP ROOM / SEWAGE PLANT NO. 1 (5-138-0-E) STARBOARD SIDE



TYPICAL VIEW OF BILGE POCKET, HEAVY PAINT SEPARATION AND CORROSION.

### **MATERIAL ASSESSMENT FORM**

ITEM NUMBER							-	SHIP			
								l	JSS YORKTOWN (C		)
SYSTEM SHELL & SUPPORT	TING STRUCTUR		11011	EIG	A100	l	APL		SYSTEMS	RIN	9B0GD
EQUIPMENT NAME HULL STRUCTURE	1102XY		IDENT/SERIAL	N/A		LOCATIO	5-34-0-Q	WOR	EK CENTER ERO1	JSN	A457
EQUIPMENT STATUS		PROBLEM	1 STATUS					CATEGORY			EOC
1. SAT - SATISFACTOR 2. UNSAT - UNSATISFAC 3. TNA - TEST NOT AT 4. TNC - TEST NOT CO 5. NOB - EQUIPMENT N	CTORY TEMPTED MPLETED	2. 3. <b>4</b>	. C - CORRECTED . A - AWAITING PARTS . T - AWAITING TECH ASSI .S - SHIP'S FORCE UNCORRECTED PROBLEMS		1. S - PERSONN 2. Z - EQUIPME 3. H – HARDW	NT SAFETY			4. D - DOWN 5. L - LIMITED		.9
TYPEAVAILABILITY	WHEN TO B ACCOMPLIS	E	STATUS		CAUSE				DEFERRAL REASON		
1. DEPOT 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL	1. IMMEDIA 2. PRIOR TO UNDERWAY 3. PIROR TO DEPLOYME 4. DURING DEPLOYMEN AVAILAB BY 02/0	TELY O NEXT O NEXT ENT POST III	OPERATIONAL     NON-OPERATIONAL     REDUCED CAPABIL     NOT APPLICABLE	2. MANFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7.NORMAL WEAR AND TEAR 8. NOT APPLICABLE			1. S/F BACKLOG/OPERATIONAL PRIORTY 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE IN THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FOR S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION 10. OTHER OR NOT APPLICABLE		NT NG IENT		
MAN HRS EXPENDED	MAN H	RS REMAININ		COMPLET	ED ACTION TAKE	N		S/F I	MANHOURS	PRIC	DRTY
1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. MAINTENANCE ACTION COMPLETED: REQUIRED PARTS NOT DRAWN FROM SUPPLY 2. ESSE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM 2. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 3. HIG 3. HIG 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP DES							ESIRABLE ESIRABLE				
DISCREPANCY DESCRIPTION: PER SEMAT II UNDERWATER HULL ASSESSMENT: (5-34-0-Q) FORWARD EDUCTOR ROOM APPROXIMATELY 30 SF											
OF SURFACE R	RUST.										
RECOMMENDED RECOMMEND S		E CLEAN	AREA TO BARE	METAL	., PRIME A	ND PAI	NT				
SSPORT C221	POC: B. WIL	LIAMS (	757) 396-4001	EXT 21	66, TPOC:	M. ME	LVIN (757	7) 396-4	001 EXT 2128		
APPROXIMA		F OF SU	JRFACE RUS	ST IN E	DUCTOF	ROC	DM		TEST# MRC 1102/1		
ROOT CAUSE/AM H1	MPLIFICATION	:							STEP# 1,2,3,4 & 5		
SYSTEM LEVEL I	MPACT:										
PART NO.			NOMEMCLATU	JRE			QTY	NSN		(	COST
1											
2											
3											
4											
5											
6											
FIRST CONTAC BAILEY		RATE DC1	SECONI WATSO		ACT		RATE HT1	PH	HONE		
ASSESSOR / ACT J. LaROCK/ T.		QED SYS	STEMS INC.		TD		TL	LOGIS	STICIAN		ΓSP

#### USS YORKTOWN (CG-48) FORWARD EDUCTOR ROOM (5-34-0-Q)



ENTRANCE TO FORWARD EDUCTOR ROOM.



SURFACE RUST IN EDUCTOR ROOM

#### **USS YORKTOWN (CG-48)**

THE FOLLOWING PICTURE PAGES
AND DRAWINGS ARE WORK ITEMS
THAT WERE PREVIOUSLY ENTERED
INTO THE CONTROLLED SHIPS
MAINTAINANCE PROGRAM
(CSMP)

### USS YORKTOWN (CG-48) DOME EQUIPMENT ROOM (4-58-0-Q)

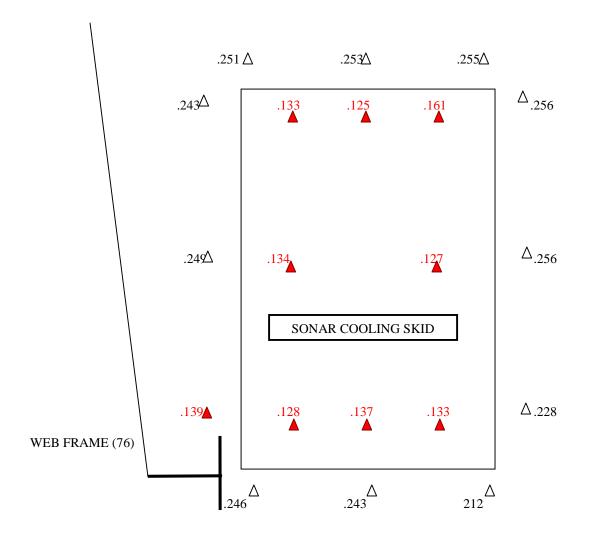


CORROSION AND LOW U/T READINGS WERE FOUND UNDER SONAR COOLING SKID (HD-1074). ARROW INDICATES EDUCTOR PIT WHERE LOW U/T READINGS WERE ALSO TAKEN. SEE DRAWING. (CSMP JSN-2409)



TANK TOP (DEWATERING VOID 6-58-1-V) UNDERNEATH SONAR COOLING SKID

#### <u>USS YORKTOWN (CG-48)</u> <u>DOME EQUIPMENT ROOM (4-58-0-Q)</u>



TANK TOP / DECK DESIGN THICKNESS .250 MINIMUM .187

> J.LaROCK / T. ILGENFRITZ QED SYSTEMS INC 12/10/01

#### <u>USS YORKTOWN (CG-48)</u> <u>DOME EQUIPMENT ROOM (4-58-0-Q)</u>



HEAVY DETERIORATION AROUND EDUCTOR OPENING LOW U/T READINGS WERE RECORDED IN THIS AREA. (CSMP / JSN-2409)



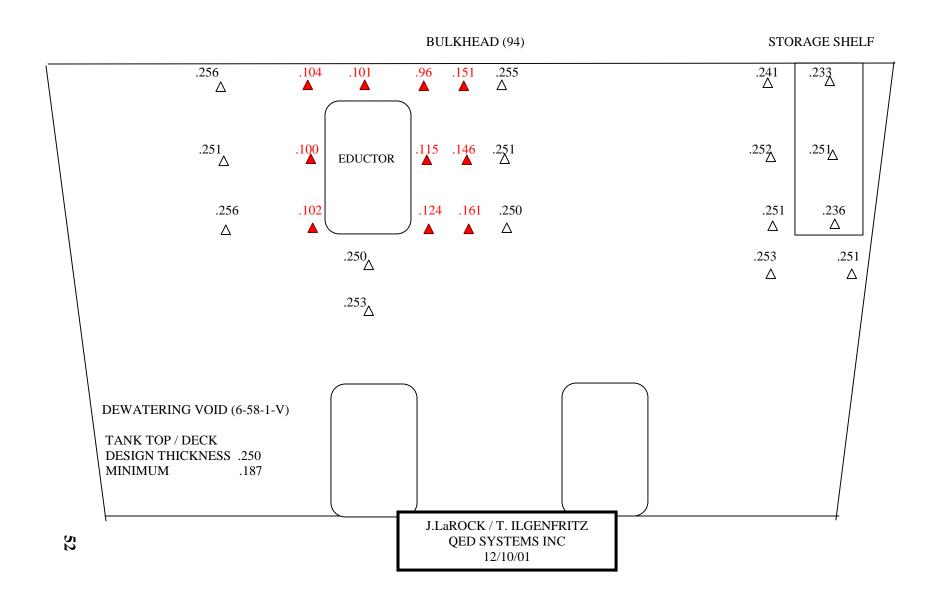
#### <u>USS YORKTOWN (CG-48)</u> <u>DOME EQUIPMENT ROOM (4-58-0-Q)</u>



TANK FILTER (A-F-114). CORRODED WEB IN 5 X 4 VERTICAL STIFFENER APPROXIMATELY 10 FORWARD OF BHD (94) (CSMP / JSN-2409)



#### USS YORKTOWN (CG-48) DOME EQUIPMENT ROOM (4-58-0-Q)



### **MATERIAL ASSESSMENT FORM**

ITEM NUMBER								SHIP	USS YORKTOWN	(CG-/	18)
SYSTEM			ESWBS	Е	IC		APL		OSS TORRIOWN		PIN
SHELL & SUPPORT	TING STRUCTUR	RE 110	11011		A <sup>2</sup>	100			SYSTEMS		9B0GD
EQUIPMENT NAME HULL STRUCTURE	1102XY		IDENT/SERIAL	N/A		LOCA	ation 3-426-1-E	wo	RK CENTER ERO1	J:	sn A410
EQUIPMENT STATUS	-	PROBLEM	STATUS	14//1		Щ	0 120 1 2	CATEGOR			EOC
1. SAT - SATISFACTOR 2. UNSAT - UNSATISFAC 3. TNA - TEST NOT AT 4. TNC - TEST NOT CO 5. NOB - EQUIPMENT N	CTORY TEMPTED MPLETED	2. 3. 4.	C - CORRECTED A - AWAITING PARTS T - AWAITING TECH ASS S - SHIP'S FORCE UNCORRECTED PROBLEMS		2. Z - EC	RSONNEL SAFE BUIPMENT SAFE IARDWARE			4. D - DOWN 5. L - LIMITED		.9
TYPEAVAILABILITY	WHEN TO B	E	STATUS		CAUSE				DEFERRAL REASON		
1. DEPOT 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL	ACCOMPLIS  1. IMMEDIA 2. PRIOR TI UNDERWAY 3.PIROR TI DEPLOYMI 4. DURING DEPLOYMI AVAILAB BY 02/0	O NEXT ENT  POST VIT		1. OPERATIONAL 2. MANFACTURER/INSTAL 3. LACK OF KNOWLEDGE 4. COMMUNICATION PROB 5. INADEQUATE INSTRUCT 6. INADEQUATE DESIGN			TALLATION DEFECT GE ROBLEMS UCTION/PROCEDUI N	ALLATION DEFECTS 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUI 4. FORMAL TRAINING INADEQUATE IN T EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TR			PMENT HIS INING SHMENT WORK
MAN HRS EXPENDED	MAN H	IRS REMAINING		COMPLE	TED ACTION	TAKEN		S/F	MANHOURS	Р	RIORTY
2 100  SAFETY HAZARD: 1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAVIER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL 6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION 6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION								2 3	. MANDATORY . ESSENTIAL . HIGHLY DESIRABLE . DESIRABLE		
DISCREPANCY DESCRIPTION: PER SEMAT II UNDERWATER HULL ASSESSMENT: STBD SIDE (3-426-1-E) GAS TURBINE GENERATOR ROOM NO.3											
BETWEEN BHD (426) AND WEB FRAME (440), APPROXIMATELY 90 SF OF BILGE POCKET AND MARGIN PLATE UP TO 1 <sup>ST</sup> STRINGER HAS LIGHT											
CORROSION AN	D PAINT SEPA	ARATION.									
DE001#451/DED	5554150										
RECOMMENDED RECOMMEND S		E CLEAN I	BILGE AREA U	P TO AI	ND INC	LUDING	1 <sup>ST</sup> STRIN	GER TO E	ARE METAL, PRIME	E AND	PAINT
APPROXIMATELY	Y 90 SF.										
SSPORT C221	POC: B. WIL	LIAMS (7	757) 396-4001	EXT 21	166, TP	POC: M. N	MELVIN (7	57) 396-4	001 EXT 2128		
CSMP SUMM		T 07511105	D			DAINE 05			TEST#		
BILGE POCKET A			R HAS LIGHT CO	DRRUSIC	JN AND	PAINT SE	PARATION.		MRC 1102/1 STEP#		
H1	APLIFICATION	1.							1,2,3,4 & 5		
SYSTEM LEVEL I	MPACT:								1 1,2,0,1 0.0		
PART NO.	<u> </u>		NOMEMCLAT	URE			QTY	NSN			COST
1											
2											
3											
4											
5											
6	<del></del>	DATE	0500:	0.001	· A O T			<u> </u>			
FIRST CONTAC BAILEY	FIRST CONTACT RATE SECOND CONTACT RATE BAILEY DC1 WATSON HT1					Р	HONE	_			
ASSESSOR / ACT J. LaROCK/ T.		OED SYS	STEMS INC.			TD	TL	LOGI	STICIAN		TSP
								1			IL

#### <u>USS YORKTOWN (CG-48)</u> GAS TURBINE GENERATOR ROOM NO. 3 (3-426-1-E)



BILGE POCKET BETWEEN BHD (426) AND WEB FRAME (434)



 $1^{\rm ST}$  STRINGER FROM MARGIN PLATE AT WEB FRAME (434)

SPACE NUMBER	SPACE ASSESSABLE	LAGGING ON BHD / SHELL	SPACE INSPECTED DURING SEMAT 1	HISTORICAL HOT SPOT	COMMENTS
2½ -10-0-A	N	N	N	N	SPACE NOT ASSESSABLE GAS FREE REQUIRED
2½ -20-0-A	N	N	N	N	SPACE NOT ASSESSABLE GAS FREE REQUIRED
3-28-0-Q	Y	Y	Y	N	SPACE 100% ASSESSABLE
3-58-1-M	Y	Y	Y	N	SPACE 100% ASSESSABLE
3-58-2-M	Y	Y	Y	N	SPACE 100% ASSESSABLE
3-62-0-M	Y	Y	Y	N	SPACE 100% ASSESSSABLE
3-81-1-M	Y	Y	Y	N	SPACE 100% ASSESSABLE
3-81-2-M	Y	Y	Y	И	SPACE 100% ASSESSABLE
3-94-0-M 3-94-0-Q ON (CG-48)	N	N	N	N	100% ASSESSABLE
3-127-0-Q	Y	Y	Y	N	SPACE 100% ASSESSABLE

SPACE NUMBER	SPACE ASSESSABLE	LAGGING ON BHD / SHELL	SPACE INSPECTED DURING SEMAT 1	HISTORICAL HOT SPOTS	COMMENTS
3-127-2-T	Y	Y	Y	N	SPACE 100% ASSESSABLE
3-138-3-L	Y	Y	Y	N	SPACE 100% ASSESSABLE
3-138-6-L	Y	Y	Y	N	SPACE 100% ASSESSABLE
3-146-0-L	Y	Y	Y	N	SPACE 100% ASSESSABLE
3-245-2-Q <u>DOES NOT</u> <u>EXIST ON</u> <u>(CG-48)</u>	Y	Y	Y	N	SPACE 100% ASSESSABLE
3-260-0-A	Y	Y	Y	N	SPACE 100% ASSESSABLE
3-260-2-Q	Y	Y	Y	N	SPACE 100% ASSESSABLE
3-346-0-L	Y	Y	Y	N	SPACE 100% ASSESSABLE
3-382-1-A <u>3-382-2-A</u> <u>ON (CG-48)</u>	Y	Y	Y	N	SPACE 100% ASSESSABLE
3-382-2-Q	Y	Y	Y	N	SPACE 100% ASSESSABLE

SPACE NUMBER	SPACE ASSESSABLE	LAGGING ON BHD / SHELL	SPACE INSPECTED DURING SEMAT 1	HISTORICAL HOT SPOTS	COMMENTS
3-393-4-Q	Y	Y	Y	N	SPACE 100% ASSESSABLE
3-426-1-E	Y	Y	Y	STBD SHELL AND BILGE AREA	SPACE 100% ASSESSABLE
3-426-2-A	Y	Y	Y	N	SPACE 100% ASSESSABLE
3-442-2-A <u>3-440-2-A ON</u> (CG-48)	Y	Y	Y	N	SPACE 100% ASSESSABLE
3-482-0-M	Y	Y	Y	N	SPACE 100% ASSESSABLE
3-491-1-M	Y	Y	Y	N	SPACE 100% ASSESSABLE
3-491-2-M	Y	Y	Y	N	SPACE 100% ASSESSABLE
3-494-0-M	Y	Y	Y	N	SPACE 100% ASSESSABLE

SPACE NUMBER	SPACE ASSESSABLE	LAGGING ON BHD / SHELL	SPACE INSPECTED DURING SEMAT 1	HISTORICAL HOT SPOTS	COMMENTS
4-28-0-T	Y	N	Y	N	SPACE 100% ASSESSA BLE
4-34-0-Q	Y	Y	Y	N	SPACE 100% ASSESSABLE
4-58-0-Q	Y	Y	Y	N	SPACE 100% ASSESSABLE
4-78-1-A <u>DOES NOT</u> <u>EXIST ON</u> (CG-48)  4-78-2-A <u>DOES NOT</u> <u>EXIST ON</u> (CG-48)					

SPACE NUMBER	SPACE ASSESSABLE	LAGGING ON BHD / SHELL	SPACE INSPECTED DURING SEMAT 1	HISTORICAL HOT SPOTS	COMMENTS
5-E-0-V	N	N	N	N	SPACE ASSESSED DURING T/V INSP. GAS FREE REQUIRED
5-34-0-Q	Y	Y	Y	ENTIRE BILGE AREA	SPACE 100% ASSESSABLE
5-128-0-V	Y	N	Y	N	SPACE ASSESSED DURING T/V INSP. GAS FREE REQUIRED
5-138-0-E	Y	Y	Y	FOUNDATIONS IN BILGE AREA, PITSWORD FR (144) PORT SIDE	SPACE 100% ASSESSABLE
5-162-1-F	N	N	N	N	SPACE ASSESSED DURING T/V INSP. GAS FREE REQUIRED
5-162-2-F	N	N	N	N	SPACE ASSESSED DURING T/V INSP. GAS FREE REQUIRED
5-174-0-E	Y	Y	Y	TANK TOP IN WAY OF ACOUSTIC TILES. LL STBD SIDE STIFFNERS FROM TANK TOP UP TO BOTTOM SIDE OF U/L GRATING.	SPACE 100% ASSESSABLE
5-174-0-E	Y	Y	Y	EQUIPMENT FOUNDATIONS IN BILGE AREA. JOINT BETWEEN TANK TOP AND SHELL. LOWER PORTION OF ESCAPE TRUNK BHDS	SPACE 100% ASSESSABLE

SPACE NUMBER	SPACE ASSESSABLE	LAGGING ON BHD / SHELL	SPACE INSPECTED DURING SEMAT 1	HISTORICAL HOT SPOTS	COMMENTS
5-174-1-T	Y	Y	Y	N	SPACE 100% ASSESSABLE
5-220-0-E	Y	Y	Y	L/L TANK TOP. U/L UNDER A/C UNITS. EQUIPMENT FOUNDATIONS IN BILGE AREA. LOWER PORTION OF ESCAPE TRUNK BHDS	SPACE 100% ASSESSABLE
5-260-0-E	Y	Y	Y	LOWER PORTION OF ESCAPE TRUNK BHDS. FOUNDATIONS IN BILGE AREA. ENTIRE TANK TOP IN BILGE AREA. JOINT BETWEEN TANK TOP AND SHELL	SPACE 100% ASSESSABLE
5-300-0-E	Y	Y	Y	L/L PORT SIDE STIFFNERS FROM THE TANK TOP UP TO THE BOTTOM SIDE OF THE U/L GRATING. TANK TOP IN WAY OF ACOUSTIC TILES. EQUIPMENT FOUNDATIONS IN BILGE AREA. JOINT BETWEEN TANK TOP AND SHELL. LOWER PORTION OF ESCAPE TRUNK BHDS	SPACE 100% ASSESSABLE

SPACE NUMBER	SPACE ASSESSABLE	LAGGING ON BHD / SHELL	SPACE INSPECTED DURING SEMAT 1	HISTORICAL HOT SPOTS	COMMENTS
6½ -2-0-Q	N	N	N	N	UNASSESSABLE
6-8-0-T	N	N	N	N	GAS FREE REQUIRED
6½-11-0-V	N	N	N	N	GAS FREE REQUIRED
6-28-0-T	N	N	N	N	GAS FREE REQUIRED
6-34-0-V	N	N	N	N	GAS FREE REQUIRED
6-138-1-F	N	N	N	N	GAS FREE REQUIRED
6-138-2-F	N	N	N	N	GAS FREE REQUIRED
6-174-1-F	N	N	N	N	GAS FREE REQUIRED
6-174-2-F	N	N	N	N	GAS FREE REQUIRED
6-201-2-V	N	N	N	N	GAS FREE REQUIRED
6-202-2-V	N	N	N	N	GAS FREE REQUIRED

SPACE NUMBER	SPACE ASSESSABLE	LAGGING ON BHD / SHELL	SPACE INSPECTED DURING SEMAT 1	HISTORICAL HOT SPOTS	COMMENTS
6-204-2-V	N	N	N	N	GAS FREE REQUIRED
6-214-1-W	N	N	N	N	GAS FREE REQUIRED
6-216-2-V	N	N	N	N	GAS FREE REQUIRED
6-218-1-W	N	N	N	N	GAS FREE REQUIRED
6-220-1-F	N	N	N	N	GAS FREE REQUIRED
6-220-2-W	N	N	N	N	GAS FREE REQUIRED
6-220-3-F	N	N	N	N	GAS FREE REQUIRED
6-220-4-F	N	N	N	N	GAS FREE REQUIRED
6-260-1-F	N	N	N	N	GAS FREE REQUIRED
6-260-2-F	N	N	N	N	GAS FREE REQUIRED

SPACE NUMBER	SPACE ASSESSABLE	LAGGING ON BHD / SHELL	SPACE INSPECTED DURING SEMAT 1	HISTORICAL HOT SPOTS	COMMENTS
6-272-1-F	N	N	N	N	GAS FREE REQUIRED
6-272-2-F	N	N	N	N	GAS FREE REQUIRED
6-298-2-W	N	N	N	N	GAS FREE REQUIRED
6-300-1-F	N	N	N	N	GAS FREE REQUIRED
6-300-2-F	N	N	N	N	GAS FREE REQUIRED
6-300-3-V	N	N	N	N	GAS FREE REQUIRED
6-306-1-V	N	N	N	N	GAS FREE REQUIRED
6-342-2-W	N	N	N	N	GAS FREE REQUIRED
6-344-2-W	N	N	N	N	GAS FREE REQUIRED
6-346-0-Q	Y	Y	Y	PAINT FAILURE,CORROSION OUTBOARD OF SHAFTS	SPACE 100% ASSESSABLE

SPACE NUMBER	SPACE ASSESSABLE	LAGGING ON BHD / SHELL	SPACE INSPECTED DURING SEMAT 1	HISTORICAL HOT SPOTS	COMMENTS
6-346-1-F	N	N	N	N	GAS FREE REQUIRED
6-346-2-F	N	N	N	N	GAS FREE REQUIRED
6-346-3-F	N	N	N	N	GAS FREE REQUIRED
6-346-4-F	N	N	N	N	GAS FREE REQUIRED
6-366-1-W	N	N	N	N	GAS FREE REQUIRED
6-366-2-W	N	N	N	N	GAS FREE REQUIRED
6-379-2-V	N	N	N	N	GAS FREE REQUIRED
6-382-1-F	N	N	N	N	GAS FREE REQUIRED
6-382-2-F	N	N	N	N	GAS FREE REQUIRED
6-382-3-F	N	N	N	N	GAS FREE REQUIRED

SPACE NUMBER	SPACE ASSESSABLE	LAGGING ON BHD / SHELL	SPACE INSPECTED DURING SEMAT 1	HISTORICAL HOT SPOTS	COMMENTS
6-382-4-F	N	N	N	N	GAS FREE REQUIRED
6-394-1-J	N	N	N	N	GAS FREE REQUIRED
6-394-2-J	N	N	N	N	GAS FREE REQUIRED
6-414-1-J	N	N	N	N	GAS FREE REQUIRED
6-414-2-J	N	N	N	N	GAS FREE REQUIRED
6-418-2-J	N	N	N	N	GAS FREE REQUIRED
6-426-1-F	N	N	N	N	GAS FREE REQUIRED
6-426-2-F	N	N	N	N	GAS FREE REQUIRED
6-464-1-F	N	N	N	N	GAS FREE REQUIRED
6-464-2-F	N	N	N	N	GAS FREE REQUIRED

SPACE NUMBER	SPACE ASSESSABLE	LAGGING ON BHD / SHELL	SPACE INSPECTED DURING SEMAT 1	HISTORICAL HOT SPOTS	COMMENTS
6-464-3-Q	Y	Y	Y	SHELL AND STIFFENERS AROUND H-PAC OVBD DISCHARGE	AREA 100% ASSESSABLE
6-464-4-K	N	N	N	N	AREA 100% ASSESSABLE
6-470-1-F	N	N	N	N	GAS FREE REQUIRED
6-470-2-F	N	N	N	N	GAS FREE REQUIRED
6-476-1-A	N	N	N	N	AREA 100% ASSESSABLE
6-476-2-A	N	N	N	N	AREA 100% ASSESSABLE
6-476-4-A	N	N	N	N	AREA 100% ASSESSABLE
6-485-2-A	N	N	N	N	AREA 100% ASSESSABLE
6-488-1-V	N	N	N	N	GAS FREE REQUIRED
6-488-2-V	N	N	N	N	GAS FREE REQUIRED

SPACE NUMBER	SPACE ASSESSABLE	LAGGING ON BHD / SHELL	SPACE INSPECTED DURING SEMAT 1	HISTORICAL HOT SPOTS	COMMENTS
6-488-3-A	N	N	N	N	100% ASSESSABLE
6-506-0-E	Y	Y	Y	N	AREA 100% ASSESSABLE